

MARINE AIR CONTROL SQUADRON FOUR
 Marine Air Control Group-18
 1st Marine Aircraft Wing, FMFPAC
 FPO, San Francisco, California 96602

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3:COB:rm
 5750
 8 January 1970
 03400870

~~CONFIDENTIAL~~ (Unclassified when enclosure (1) is removed.)

From: Commanding Officer
 To: Commanding Officer, Marine Air Control Group-18
 Subj: Command Chronology for Period 1 to 31 December 1969
 Ref: (a) GruO 5750.1A

Encl: (1) Command Chronology, 1-31 December 1969 (C)

1. (U) In accordance with the provisions of reference (a), enclosure (1) is submitted.

R. W. Molyneux Jr.
 R. W. MOLYNEUX JR.

MACS-4	
COPY	1 of 6 COPIES
NO	03400870

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MACS-4

CMD CHRON

DEC 1969

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PART I

ORGANIZATIONAL DATA1. (U) COMMAND AND STAFF

<u>BILLET</u>	<u>PERIOD COVERED</u>	<u>RANK/NAME</u>
Commanding Officer	1-30 December 1969	LtCol Robert E. MCCAMEY
Commanding Officer	31 December 1969	Maj Robert W. MOLYNEUX JR.
Executive Officer	1-30 December 1969	Maj Richard C. REYNOLDS
Executive Officer	31 December 1969	Maj Michael P. MULQUEEN
Sergeant Major	1-31 December 1969	SgtMaj John R. MCINNIS
Administrative Officer	1-31 December 1969	1stLt Daniel C. DOUGLAS
Intelligence Officer	1-30 December 1969	Maj Theodore P. LINGENFELTER
Intelligence Officer	31 December 1969	Capt Charles O. BROWN
Operations Officer	1-30 December 1969	Maj Robert W. MOLYNEUX JR.
Operations Officer	31 December 1969	Maj Theodore P. LINGENFELTER
Services Officer	1-31 December 1969	Maj Francis J. KIRCHNER
Comm-Elect Officer	1-31 December 1969	Capt Donald L. WHISNANT

2. (C) TASK ORGANIZATION AND UNIT LOCATION

a. Task Organization: Normal manning level augmented by a detachment of the Sentry Dog Platoon, H&S CO, 3rd Military Police Bn., FLC from 1 to 13 December 1969.

b. Unit Location: Hill 647, DaNang, Republic of Vietnam

3. (C) AVERAGE MONTHLY STRENGTH

Officers (USMC)	38
Enlisted (USMC)	284
Enlisted (USN)	3

4. (C) IMPORTANT VISITORS TO THE COMMAND

6 December 1969	LtGen BUSE	CG, FMFPAC
6 December 1969	LtGen NICKERSON	CG, III MAF
6 December 1969	MajGen THRASH	CG, 1st MAW
17 December 1969	Col KLEINHANS	HQMC
22 December 1969	Col JENSEN	Wing Inspector
30 December 1969	BGen SPANGER	Ass't CG, 1st MAW
30 December 1969	Col BRYAN	7th AF

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PART II

NARRATIVE SECTION

1. (C) Throughout the period 1-31 December, the mission of air defense, digital data exchange, and air traffic control continued.
2. (U) Briefings on the squadron mission and capabilities were conducted as follows:
 - a. On 6 December, Col DUNWIDDIE, CO MACG-18, briefed LtGens BUSE and NICKERSON and MajGen THRASH.
 - b. On 11 December, Capt BROWN briefed Maj MCCARTHY of VMA-242 and Mr. Bruce MONTGOMERY and Mr. Kennedy GRUEBEL of Grumman Aircraft Engineering Corporation.
 - c. On 12 December, Maj LINGENFELTER and Capt LAMBERTH briefed Cdr FUSCO of the Fleet Computer Program Wing Center, Dam Neck, Va.
 - d. On 12 December, Capts BROWN and LAMBERTH briefed Cdr LAMB of the USS Constellation.
 - e. On 17 December, Maj LINGENFELTER briefed Col KLEINHANS of HQMC.
 - f. On 22 December, Capt BROWN briefed Lt SILSETH and CWO BOLDEN of the USS Constellation.
3. (C) On 21 December, Capt P. J. WEBB and SSgt C. E. LEDREW were WIA while returning to the squadron area.
4. (U) On 30 December, Maj R. W. MOLYNEUX JR. relieved LtCol R. E. MCCAMEY of duties as Commanding Officer during an informal Change of Command ceremony at the Staff NCO/Officer Club. A reception was held following the ceremony.

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PART III

SIGNIFICANT EVENTSA. (C) ADMINISTRATION

1. Messages:

a. Received - 1803

b. Sent - 83

2. Legal:

a. Investigations - 4

b. Office Hours - 24

c. Summary Courts - 2

B. (C) PERSONNEL

1. Joined: Officers - 5; Enlisted - 20

2. Transferred: Officers - 2; Enlisted - 22

3. TAD: Officers - 2; Enlisted - 1

4. On leave: Officers - 2; Enlisted - 3

5. On R&R: Officers - 4; Enlisted - 7

6. Hospitalized: Officers - 1; Enlisted - 6

7. Critical Shortages:

<u>MOS</u>	<u>M/L</u>	<u>OH</u>
2549	1	0
2861	3	0
5942	6	3

See also Appendix A (Logsum for month of December).

C. (C) COMMAND RELATIONSHIP/COMMAND AND CONTROL

1. On 11 December 1969 Lt D. P. PEARSON, assigned as a member of the MACG-18 Air Control Briefing Team, briefed newly arrived Officers and Staff NCOs of MAG-11 on the capabilities and mission of MACS-4.

2. On 29 and 30 December 1969, Lts L. N. HUDSON and G. M. CLIFFORD, members of the MACG-18 Air Control Briefing Team, briefed newly arrived Officers and Staff NCOs of MAG-16 on the capabilities and mission of MACS-4.

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D. (C) AIR CONTROL. The following services were provided during the months:

1. Unknown tracks reported to Panama - 0
2. Aircraft provided navigational assistance - 12,981
3. TPQ-10 handoffs - 52
4. IFF/SIF checks - 11,526
5. GCI-GCA handoffs - 1,419
6. Intercepts (practice):
 - (a) Attempted - 120
 - (b) Completed - 118
7. Emergency assistance - 16

E. (C) SPECIAL OPERATIONS. Navigational assistance was provided for aircraft operating in support of the following operations:

Fredrick Hill
Geneva Park
Iron Mountain
Nantucket Beach

Victory Dragon XVIII
Fulton Square
Randolph Glen

F. (U) CIVIC ACTION. Squadron personnel participated in MACG-18's Christmas party for 140 children of the Sacred Heart Orphanage. Contributions were collected for gifts and gifts were wrapped. Twenty-six men participated as "Big Brother" escorts for the children on Christmas day.

G. (C) GROUND DEFENSE

1. Work on the perimeter defense continued. Approximately 80 meters of old wire was replaced and 170 meters of new wire was laid. Two (2) bunkers were rebuilt and three (3) were repaired and reinforced. Twelve hundred sandbags were filled and stacked for ready use.

2. Patrol activity continued. Two (2) patrols were conducted by dog handlers; seven (7) were conducted by security personnel. A man-made water hole, several lean-tos, and a small rice cache were found. Ambushes were established and apprehended seven (7) adults and twenty-nine (29) children. The prisoners were turned over to the Coastal Security Service.

3. A ground defense drill was conducted on 18 December.

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4. A Monkey Mountain Security Co-ordination meeting was conducted on 24 December. Representatives from all military activities located on Monkey Mountain, MACG-18, 1st MAW, and 1st MP Battalion were present.

The security posture of the various units on Monkey Mountain was discussed. The CO of the 1st MP Bn. made several suggestions and recommendations and offered the services of his officers to review the various units' defenses.

H. (U) TRAINING. Sixty-four hours of technical training were conducted with 408 persons attending. Seven hours of basic training were conducted with 214 persons attending.

I. (U) LOGISTICS. See Appendix A (Logsum for month of December).

J. (U) SUPPLY. See Appendix A (Logsum for month of December).

K. (U) ENGINEERING. None.

L. (U) MAINTENANCE. See Appendix A (Logsum for month of December).

M. (C) COMMUNICATIONS/ELECTRONICS

1. The back-up TPS-22 was erected on 5 December but is inoperative awaiting parts.

2. The secure Tactical Data System net was joined on 8 December. Operations and Comm-Elect personnel were briefed on its operation.

N. (U) CONSTRUCTION. See Appendix A (Logsum for month of December).

O. (C) MOTOR TRANSPORT. During the month, MACS-4 vehicles traveled 14,607 miles, transported 2,609 passengers, and hauled 504 tons of cargo. See also Appendix A (Logsum for month of December).

P. (U) INFORMATIONAL SERVICES

1. On 17 December 1969, Col J. L. KLEINHANS of Leatherneck magazine, HQMC, was briefed on the capabilities and mission of MACS-4.

2. Fifty-eight Fleet Home Town News Releases were submitted in December.

Q. (C) CASUALTIES

1. As a result of hostile action: Two (2). One Officer was evacuated from the Republic of Vietnam with a leg wound. One Staff NCO was hospitalized for eight (8) days with an arm wound.

2. Not as a result of hostile action: None.

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~~CONFIDENTIAL~~R. (U) AWARDS

1. The following award recommendations have been submitted:

- a. Brenze Star - 3
- b. Navy Commendation Medal - 4
- c. Navy Achievement Medal - 4
- d. Purple Heart - 2
- e. Certificate of Commendation - 4
- f. Vietnamese Staff Service Medal - 1

2. The following awards were presented:

- a. Purple Heart - 2
- b. Meritorious Mast - 1
- c. Meritorious Promotion:

(1) To Sergeant - 1

(2) To Corporal - 2

S. (U) MORALE AND WELFARE

1. Four (4) floor shows were presented at the Staff NCO/Officer's Club and six (6) were presented at the Enlisted Club.

2. Movies were shown at the clubs on an average of five nights a week.

3. The Monkey Mountaineers played at the Staff NCO/Officer's Club on 1 and 8 December and at the Sergeant's Club on 15, 22, and 31 December.

4. Red Cross Christmas gifts were distributed to each man.

5. See also Appendix A (Logsum for month of December).

T. (U) AIR DEFENSE. None.

U. (U) BASE DEVELOPMENT AND MILITARY CONSTRUCTION. None.

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PART IV

SUPPORTING DOCUMENTS - TABLE OF CONTENTS

✓ Appendix A - - - - - Logsum for December 1969

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MARINE AIR CONTROL SQUADRON FOUR
Marine Air Control Group-18
1st Marine Aircraft Wing, FMFPAC
FPO, San Francisco, California 96602

L: FJK: jwg
4000
27 December 1969

From: Commanding Officer
To: Commanding Officer, Marine Air Control Group-18 (Attn: S-4)

Subj: Logistics Summary Report

Ref: (a) WGO 4000.28

Encl: ✓(1) Logistics Summary Report
✓(2) Supplemental Report

1. In accordance with the instructions contained in reference (a), enclosures (1) and (2) are herewith submitted.

F. J. KIRCHNER
By direction

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~~CONFIDENTIAL~~SECTION I - SUPPLY1. Overall Supply Situation

a. Supply support from higher echelon is relatively good. The average leadtime experienced for common repair assemblies and general support type supplies is 45 to 50 days. A problem is being experienced in awaiting receipt of many items which are critically required, and peculiar to radars, communications equipment and generators. Enclosure (2) contains a listing of these items and their end item application. For the period 23 November thru 22 December 1969, a total of thirty three (33) Mares documents were completed. During the same period twenty eight (28) Mares documents were submitted. Presently this squadron has ninety five (95) Mares documents outstanding.

2. Class I. N/A3. Class II. N/A (all subclasses)a. Situation. N/Ab. Critical Items. N/Ac. Significant Problem Areas. N/A4. Class III. N/A5. Class IV. N/A6. Class V. N/A7. Class VI. N/A8. Class VII. N/A (all subclasses)9. Class VIII. N/A10. Class IX. See Enclosure (2) "Supplemental Report" on subclassification G type items.

a. Situation. Electronics components and repair assemblies continue to be the most critically required items needed for continued operational support. On hand excesses within this unit are continually being screened to determine the support value of each item. The screening of these excesses is approximately 95% completed. Upon completion, these excesses will be turned into the appropriate supply source or a letter submitted to higher headquarters requesting retention as insurance items.

b. Critical Items.

(1) Test Set AN/TPM-20: This test set is employed in the repair of maintenance float subassemblies and boards for the AN/TPS-22D and AN/TPS-24B radar sets. With a 24 hour operation, dynamic testing of maintenance float subassemblies is virtually impossible without this test set.

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Document number MOO 979/8102/3861, FSN 6625-789-0118, qty one (1) applies. Document inducted into Mares System on 8203. Latest status received from MPH Phila Material Release Order (MRO) issued will advise when shipped, date of status 9329.

(2) Operation Radar Set AN/TPS-22D, Ser. All, is performing marginally due to a lack of Transmit/receive (T/R) tubes, type BPT-17. Requisitions are pending under document numbers MOO 979/9302/2197, latest status 9313 Pending Procurement Review, date status received 9349; document number MOO 979/9228/G821, latest status BA, date status received 9321; document number MOO 979/9241/G147, latest status 9311 under review by item manager, date status received 9322.

(3) AN/TYA-26; The Ancillary Group is awaiting parts for the power entry panel which was seriously damaged in a recent lighting storm. Loss of the equipment also prevents interface of Radar Set AN/TPS-37 with the AN/TYQ-2, as components of the radar are housed within the AN/TYA-26. Repair parts have been ordered under NORS G outstanding AN/TYQ-2 documents; document numbers MOO 979/9294/G042, MOO 979/9294/G043, MOO 979/9297/G053, MOO 979/9297/G058, MOO 979/9297/G059, MOO 979/9297/G060, MOO 979/9297/G061, MOO 979/9297/G062, MOO 979/9297/G063, MOO 979/9297/G064, all appearing on page two of the supplemental report.

(4) AN/TPX-28A: Three IFF Interrogator Sets remain inoperative due to lack of repair parts. This situation is not currently critical; however, any further loss of equipment for a prolonged period will create a critical situation operationally. Repair parts have been ordered under NORS G and priority 02 documents appearing on page three of the Supplemental report.

(5) AN/TYA-11: Since the last reporting period this units UHF radio situation has improved considerably. Fewer radios are deadlined, indicating improved supply support and maintenance capabilities; however, requirements for repair parts still exist and are included in the Supplemental Report, page one.

(6) AN/UPS-1D: This radar is inoperative due to a lack of repair parts, the situation is not currently critical; however, any further loss of equipment for a prolonged period will create a critical situation operationally. Repair parts have been ordered under NORS G and priority 02 documents appearing on page three of the Supplemental Report.

(7) Generator Set PU648/M: The PU648 generators are presently being used as a back up power source for this units automated air control system. Should our main source of power fail, these generators would be critically required. Repair parts have been ordered under NORS G and priority 02 documents appearing on page four of the Supplemental Report.

(8) 100KW Converter Motor Generator provides the power needed to operate the entire air control system. Repair parts have been ordered under NORS G and priority 02 documents appearing on page five of the Supplemental Report.

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c. Significant Problem Areas. None other than those mentioned in the preceding paragraphs.

11. Class X. N/A

SECTION II - MAINTENANCE

12. Maintenance Situation.

a. The present maintenance situation within this squadron is primarily affected by the lack of sufficiently trained personnel and supply support for those critically required items contained in the Supplemental Report. The 58% deadline rate experienced at this time with generators is excessively high while the 14% rate with Motor Transport is considered low.

13. Aircraft. N/A

14. Major Items of Equipment.

a. Status.

TYPE "M"	AUTH USMC/USN	OH USMC/USN	NO OR USMC/USN	NO NORS USMC/USN	NO FORM USMC/USN	REMARKS
M38A1	0/0	0/3	0/1	0/1	0/0	awaiting disposition on qty (1)
M37B1	4/0	4/0	3/0	1/0	0/0	
M35	6/0	3/0	3/0	0/0	0/0	qty (2) admin D/L
M35A2	0/6	0/7	0/5	0/2	0/0	qty (2) Rehab
M49A2	0/2	0/2	0/2	0/0	0/0	
M50A2	0/2	0/2	0/2	0/0	0/0	
M52A2	0/3	0/3	0/3	0/0	0/0	
M100	0/1	0/1	0/1	0/0	0/0	
M101A1	4/0	4/0	4/0	0/0	0/0	
M105	3/0	3/0	3/0	0/0	0/0	
M149	0/3	0/3	0/3	0/0	0/0	
M127	0/2	0/2	0/2	0/0	0/0	
M172	0/1	0/1	0/1	0/0	0/0	
23CFM	0/1	0/1	0/1	0/0	0/0	
JOM1	0/1	0/1	0/1	0/0	0/0	
M715	0/5	0/5	0/3	0/1	0/1	qty (1) MACS-4, qty (1) WERS17
M151A1	0/4	0/4	0/4	0/0	0/0	
M725	0/1	0/1	0/1	0/0	0/0	

b. Major Items.

(1) Wheeled Vehicles.

TYPE	SER NO	NORS	NORM	LOCATION	REMARKS
M38A1	94-67722	1		MACS-4	awaiting disposition instructions

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TYPE	SER NO	NORS	NORM	LOCATION	REMARKS
M38A1	94-67742	1		MACG-18	Transmission
M35A2	95-11749		1	Okinawa	Rehab
M35A2	95-11731		1	Okinawa	Rehab
M37B1	320461		1	FLC	Engine
M715	95-17934		1	MACG-18	Engine
M715	95-17862		1	MACS-4	Brakes, distributor

(2) Tracked Vehicles.

TYPE	SER NO	NORS	NORM	OR	AUTH/OH	REMARKS
D-6	4806672	0	1	0	1 / 1	Requires replacement of the cluster clutch which is beyond the capability of this unit. In process of surveying.

(3) Material Handling Equipment.

TYPE	SER NO	AUTH/OH	OR	NORS	NORM	REMARKS
RTF	13-78366	1 / 2	1	0	1	Qty (1) Ser No 13-78366 sent to Rehab on 9 Sept 69 Ser No 13-21599 recently assigned to this unit.
	13-21599					

(4) Engineer Construction Equipment.

TYPE	KW/HZ	AUTH/OH	OR	NORS	REMARKS/LOCATION
PU344	20/400	5 / 4	4	0	Qty (3) MASS-3, Qty (1) MACS-4,
PU482	30/60	3 / 3	0	0	Qty (3) WERS-17
PU499	2.5/400	7 / 6	0	1	Qty (1) on requisition, Qty (1) 3rd FSB, Qty (5) WERS-17
PU565	4/60-400	1 / 1	0	0	Qty (1) WERS-17
PU590	30/60	2 / 2	1	1	Substitute PU 239,657 on hand vice PU 590
PU608	45/400	0 / 1	1	0	
*PU648	45/400	29 / 31	11	3	Qty (3) Yokuska, Qty (13) WERS-17, Qty (6) MASS-3
Motor Gen	100/60-400	7 / 9	7	2	Qty (2) Rehab Phileo-Ford awaiting pts.

*Qty (6) of PU648's listed as OR at MACS-4, remainder on temp loan. Qty (3) deadlined at MACS-4 awaiting supplies. Qty (17) listed as NORM is an assumption as the status cannot be readily determined.

(5) Marine Amphibious Equipment. N/A

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~~CONFIDENTIAL~~(6) Communications Equipment.

<u>TYPE</u>	<u>AUTH</u>	<u>OH</u>	<u>NO OR</u>	<u>NO NORS</u>	<u>NO NORM</u>
AN/TYA-11	4	3	2	1	0
AN/GRC-112	18	14	9	5	0
AN/GRC-134	5	4	3	1	0
AN/GRC-135	5	4	4	0	0
AN/TRC-97	4	4	1	2	1
AN/TRC-75	7	6	3	0	3
AN/TPX-28	6	6	3	3	0
AN/TPS-22	2	2	1	1	0
AN/UPS-1D	2	2	1	1	0
AN/TRD-12	2	2	0	2	0
AN/TYA-26	1	1	0	1	0
AN/TGC-14A	7	2	1	1	0
AN/PPS-6	6	1	1	0	0
AN/CCC-3	1	1	1	0	0

c. Comments.

(1) Motor Transport. The continued lack of sufficient supply support remains the primary factor in vehicle deadline status. The vehicle deadline rate however, is not considered excessive or critical except in the case of the M715 Gladiators. The basic cause for concern with these vehicles continue to be the lack of repair parts or proper maintenance tools. This situation has been previously reported in MACS-4 Logistic Summary Reports of 26 September 1969 and 26 November 1969. The M715 is considered essential to the operational performance of this unit because of its economy of operation and maintenance, utilization nature, and reliability in the type driving and weather conditions experienced in our area of operation. Another problem recently experienced is that of vehicles returning from Rehab with defects. Two examples of this are as follows:

(a) M35A2 serial number 95-11730 was returned with defective torque rods. The LTI forwarded with the vehicle when it went to Rehab specifically indicated that they were defective.

(b) M35A2 serial number 95-11729 was returned from Rehab with bad main bearings.

(2) Engineer Construction Equipment. The problem of greatest concern to this unit is the continued excessively high deadline rate of the PU/648 generators. In the event of commercial generator or 100kw Motor Generator failure, the PU-648's will be required to provide power for the Marine Tactical Data System equipments, radars and radios. These generators have a history of high failure rate, especially the electronic components. The apparent great demand for repair assemblies and components has created a serious shortage of these items in the supply system. Further, the susceptibility of the PU/648's electronic components to moisture increases the deadline rate.

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To compound the problem of design, the electronic sophistication of the PU/648 makes it very difficult to maintain by inexperienced personnel which constitute the majority of 1341/1141's assigned to this unit. The preparation of a training syllabus is still in the formative stages to alleviate the inexperience problem. Visits by the Wing Engineer Equipment Control Team are also of great help in training personnel.

(3) Communications - Electronics.

(a) AN/TYA-11, AN/GRC-112, 134 and 135 - The UHF radio situation continues to improve with a total of 16 operational radios, including two test bench equipments. Additional maintenance facilities are still under construction and the arrival of a special UHF Electronic Shop van is anticipated shortly. One AN/TYA-11, containing four AN/GRC-112 radios and one AN/GRC-134 on temporary loan from H&MS-18 was returned during this reporting period.

(b) AN/TRC-97 and AN/TRC-75 - Floatable modules from both equipments are being repaired at M&CS-1. An increase of one operational AN/TRC-75 has been realized since last month. One AN/TRC-75 is on order under document number number 8284-2112.

(c) AN/TPX-28A - No change from last month. Three IFF interrogator sets remain inoperative due to a lack of repair parts. The situation is not critical; however, any further loss of equipment for a prolonged period will create a critical situation operationally. All required repair parts are on order and have been submitted on MARES "GA" cards.

(d) AN/TPS-22D - No change from last month. The inoperative radar set has been erected but cannot be operationally employed until repair parts are received. Lack of a second operational AN/TPS-22D is not considered critical. This is especially true in view of the excellent reliability and Moving Target Indicator (MTI) capabilities of the radar which is operational. MARES "GA" cards were submitted for the required repair parts.

(e) AN/UPS-1D - No change from last month. The one non-operational radar is not considered critical. The radar is inoperative due to a lack of repair parts, all of which are submitted on MARES "GA" cards.

(f) AN/TRD-12 - No change from last month. Both on-hand direction finders are inoperative and awaiting repair parts. The Electronic Downed Pilot Locator (EDPL) is operational, therefore the loss of both AN/TRD-12 equipments is not critical. MARES "GA" cards have been submitted for the required parts.

(g) AN/TYA-26 - No change from last month. Loss of this equipment prevents interface of Radar Set AN/TPS-37 with the AN/TYQ-2. MARES "GA" cards have been submitted for the required parts.

(h) AN/TGC-14A - No change from last month. The one inoperative teletypewriter is not critical and has been evacuated to Maintenance Battalion, 1st FSR for repair. One additional equipment is on order under document number 9298-2072. Four equipments have been declared non-essential T/E items and will not be requisitioned.

(4) Critical Items.

(a) Test Set AN/TPM-20 remains on the list of items critically needed. This test set is employed in the repair of maintenance float sub-assemblies for the AN/TPS-22D and AN/TPS-34B.

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The item is on order under document number 8102-3861 and has been submitted on a MARES "GA" card.

(b) Operational Radar Set AN/TPS-22D, Ser. 114, is performing marginally due to a lack of transmit/receive (T/R) tubes, type MPT-17. Requisitions are pending under document numbers 9302-2197, 9228-G821 and 9241-G147, all of which have been submitted on MARES "GA" cards.

(c) The replacement parts required for the AN/TYA-26 discussed in paragraph 3.g., above are considered critical. As previously stated, the AN/TPS-37 height finder radar cannot interface with the AN/TYQ-2 without an operational AN/TYA-26. This greatly reduces the height determining capability of the squadron which, because of its mission, could create an operationally critical condition. Repair parts have been ordered under the following document numbers: 9294-G042, 9294-G043, 9297-G053, 9297-G058, 9297-G059, 9297-G060, 9297-G061, 9297-G062, 9297-G063, and 9297-G064. All documents have been submitted on MARES "GA" cards.

d. Critical Items. See Supplemental Report.

e. Significant Problems Areas. The one problem area, other than those previously mentioned, that is considered significant is the continued shortage of personnel. Although this problem has recently been somewhat alleviated by the arrival of new personnel, the Services Section still provides approximately 21% of its strength for collateral commitments. This fact, together with an actual shortage of 6 personnel, the maintenance requirements, of equipment and contentment, and the performance of normal duties have created a definite problem.

SECTION III - SERVICES

15. Services Situation

a. The Services Section of this unit is responsible for the general logistical support and welfare of approximately 350 personnel within MACS-4. This is developing into a mammoth task taking into consideration the deteriorating status of all existing facilities, the shortage of qualified personnel, the long lead time experienced in awaiting assistance from various support activities and the age and condition of existing equipment. These factors mentioned in paragraph 14 and the physical location and distance of this unit from these areas is excessively demanding on personnel, equipment and time. Considering the personnel, equipment and support problems, at present we have been unable to implement and carry through to completion many new programs that are designed to provide better living, messing and working conditions for the squadron personnel, thus the general welfare and morale of these people are being jeopardized. Despite the above listed problems the Services Section has been able to maintain and support the normal operating requirements. During this reporting period construction has begun on a handball court and the Wing Exchange has opened a branch facility here at MACS-4 which operates six days a week.

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These two facilities are or will be a definite asset to the welfare and morale of all members of this unit. Also, during the reporting period several existing problem areas were alleviated by the help of Public Works of NSA DaNang, and the Utilities Section of this squadron. The problem areas alleviated were the electrical wiring of two barracks, repair of the steps and railings leading to working, billeting and messing areas, the installation of new hot water heaters in the enlisted showers, the repair or replacement of several items of mess hall equipment ie, the repair of the scullery machine, blower motors or the field ranges, the electrical components on the cooking kettles, and the replacement of an ice making machine, and an ME10 100 cuft. reefer. Emphasis is continuing to be placed on all other existing work projects by close liasion with Public Works, the Wing Base Development Office and the use of the "Self Help Program".

16. Significant Problem Areas.

a. Personnel. CO MACS-4 ltr 1:DCD:jhs over 1300 of 16 December 1969 contained information in relation to the overall personnel shortage within MACS-4 and contained specific comments in relation to services.

b. Minor Construction and Repair Projects. As outlined in paragraph 15, definite progress is being made in completion of outstanding construction and repair projects, however all of the major requirements as previously outlined in the October and November Logistic Summary Reports are still pending.

SECTION IV - TRANSPORTATION

17. N/A

18. N/A

19. Significant Problem Areas. None that have not been covered in other sections of this report.

SECTION V - LOGISTICAL PLANS

20. Current Plans. N/A

SECTION VI - MISCELANIOUS

21. N/A

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